has been set up under the Chairmanship of Adviser, (Transport), Planning Commission. The Committee is expected to submit its report by the end of December, 1993.

(c) to (e) Government are not aware of any systematic survey, carried out by Air Taxi Operators.

Rejection of the Open Sky Policy/Scheme

27. SHRI S. S. SURJEWALA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have finally rejected the Open Sky Policy/Scheme started by the Department of Civil Aviation ; and

(b) what are the sailent features of the scheme along with the reasons for the rejection of the Scheme ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) No, Sir. The "Open Sky Policy" relates to operation of cargo flights as laid down in AIC 18/1992 (Copy attached as statement (*See* below). The policy remains in force. The question of its rejection does not arise.

Statement

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GOVERNMENT OF INDIA

AERONAUTICAL INFORMATION SERVICE
DIRECTOR GENERAL OF CIVIL AVIATION
OPPOSITE SAFDARJUNG AIR PORT NEW DELHI 110003

A. I. C.

No. 18/1992

11th May, 1992

F. No. 3/1/92-AIS
F. No. AV. 26012/1/91-AT. III

The following A. I. C. is issued for information and necessary action. This supersedes AIC No. 21/1991 dated 28th October, 1991.

(M. R. SIVARAMAN)
DIRECTOR GENERAL OF CIVIL AVIATION

OPEN SKY POLICY FOR CARGO FLIGHTS FROM INDIA

1. Earlier Open Sky Policy for foreign cargo carriers was declared for a period of three years ending December 1992. In order to facilitate cargo carriers to make their investment decisions and undertake commitments on long terms basis, it has been decided to place this 'Open Sky Policy' for cargo operations on a permanent basis.

2. The cargo flights may be cleared freely form airports where customs/immigrations facilities are available Scheduled and non-scheduled operators, both Indian and Foreign may submit applications/proposal to the Director General of Civil Aviation for getting clearances for such flights. Cargo flights into India are also permitted.

3. Government will give favourable consideration to private operators, associations of exporters etc., to run air cargo operations on their own or on a consortium basis through purchased or leased freighter aircraft.

4. Carriers are free to charge rates according to the demand and supply situation.

5. Operators are required to meet the operational, and safety requirements while operating such adhoc cargo flights.